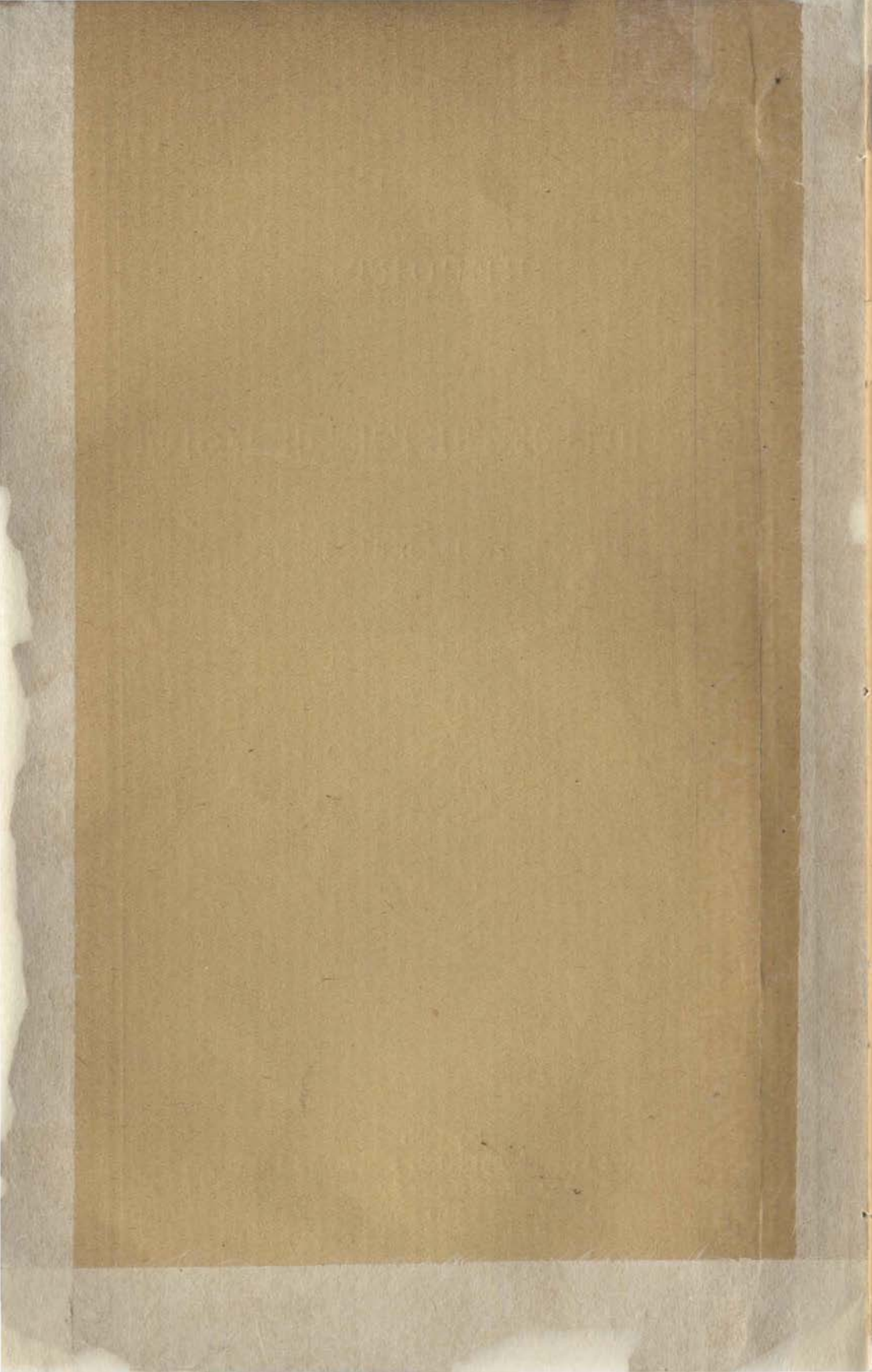


REPORT  
OF THE  
DIRECTORS OF THE PORT OF BOSTON

DEC. 6 TO DEC. 31, 1911.



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# The Commonwealth of Massachusetts.

## REPORT

*To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts.*

The Directors of the Port of Boston, appointed December 6, 1911, under the provisions of chapter 748 of the Acts of the year 1911, respectfully submit this report covering the period from the date of their appointment to Dec. 31, 1911, inclusive.

By courtesy of the Board of Harbor and Land Commissioners, the directors are temporarily occupying and using the same rooms in the State House used by that commission, and the services of some of the employees of that commission were tendered and accepted temporarily by the directors, pending the formation of their own organization.

By the provisions of chapter 748 aforesaid all the rights, powers and duties pertaining to the Board of Harbor and Land Commissioners in respect to such lands, rights in lands, flats, shores, waters and rights belonging to the Commonwealth in tidewaters and land under water as constitute that part of Boston harbor lying westerly and inside of a line drawn between Point Allerton on the south and the southerly end of Point Shirley on the north, or as adjoin the same or are connected therewith, and any other rights and powers heretofore vested by the laws of the Commonwealth in the Board of Harbor and Land Commissioners in respect to any part of said area, were transferred to and vested in the directors.

The directors were also given immediate charge of the lands owned by the Commonwealth upon or adjacent to the Boston harbor front, excepting lands under the control of the Metropolitan Park Commission or of the Metropolitan Water and Sewerage Board; and all the rights, powers and duties of the Board of Harbor and Land Commissioners under any contracts heretofore

made for the improvement, filling, sale, use or other disposition of the lands, flats or waters of the Commonwealth within Boston harbor, including existing structures or those being built therein or thereon, were assumed and taken over by the directors. A statement as to these lands of the Commonwealth over which the directors are given charge, with details relating thereto, may be found in the Appendix.

Twenty petitions for licenses to build and maintain structures in Boston harbor and for other purposes have been received.

Three public hearings have been given, and, in addition, three meetings have been held and numerous informal conferences had with public officials, business corporations and business men.

Licenses and permits for structures in Boston harbor and for other privileges have been granted, a list thereof being printed in the Appendix.

#### WORK IN PROGRESS.

On the date of appointment of the directors, work was in progress under a contract previously made on behalf of the Commonwealth by the Board of Harbor and Land Commissioners with the Holbrook, Cabot & Rollins Corporation for building Pier 6, so called, and constructing a sea wall along the northeasterly side of Northern Avenue on the Commonwealth flats at South Boston, for the fish industry. This work is now under the charge of the directors, the total value of the same up to Jan. 1, 1912, being 68 per cent. of the total cost of the work under contract.

#### INCIDENTAL DEVELOPMENT.

In order that the directors may dredge and do such other work in Boston harbor as the Board of Harbor and Land Commissioners is empowered to do in harbors other than Boston under authority of chapter 481 of the Acts of 1909, it is recommended that legislation be passed authorizing the directors to expend for such purposes not exceeding \$25,000 in each of the years 1912, 1913 and 1914, and that an appropriation be made therefor.

#### CURRENT INCOME AND EXPENSE.

The directors propose to make the development of Boston harbor, so far as possible, self-supporting. It may be that such a standard is too high, for it is certain that during the period of im-



provement of facilities it will often be necessary to look for future returns to compensate for early deficits.

The experience of other ports, however, where systematic and intelligent harbor works have been planned and executed, encourages the hope that the entire project may be carried out to completion without substantial direct cost to the taxpayers.

There was received and paid into the treasury of the Commonwealth during the fiscal year ending Nov. 30, 1911, the sum of \$89,734.40 from leases of portions of the Commonwealth's land and flats at South Boston, and other sources, which was paid into the Commonwealth's flats improvement fund, established by chapter 237 of the Acts of 1878 for the purpose of carrying on the work of reclamation and improvement of this valuable territory on the main frontage of the harbor. This amount, received during the year, does not include the income from said fund, which was \$35,954.74.

It is recommended that all receipts from sales, leases and other sources pertaining to the Commonwealth's land and flats at South Boston, together with such income as may be collected by the directors under authority of chapter 748 of the Acts of 1911, shall be paid into the treasury of the Commonwealth and credited to a fund to be established, to be known as the Port of Boston fund, from which fund may be paid the cost and expenses of administration, construction and all other expenses incurred by the directors in carrying out the general purposes of said chapter 748, and that the necessary legislation therefor be passed.

In view of the limited time since the appointment of the directors, no further recommendations for legislation can be made in this report, although highly important projects are under consideration and may require action by the General Court later.

The foregoing report is respectfully submitted.

HUGH BANCROFT, *Chairman*,  
JOSEPH A. CONRY,  
WILLIAM F. FITZGERALD,  
GEORGE E. SMITH,  
FRANCIS T. BOWLES,

*Directors of the Port of Boston.*





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APPENDIX.

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APPENDIX

## APPENDIX.

### THE COMMONWEALTH'S LAND AND FLATS AT SOUTH BOSTON.

The area of filled land now owned is as follows:—northerly of Summer Street, exclusive of pile piers, but including the filled portion of the Commonwealth Pier and fish pier, 4,760,234 square feet, or 109.28 acres. Of this area, 2,271,564 square feet, or 52.15 acres, are under lease. The area southerly of Summer Street, exclusive of streets, is 1,896,151 square feet, or 43.5 acres, of which 76,107 square feet, or 1.74 acres, are under lease, and 304,560 square feet, together with 47,000 square feet in two cross streets, or 8.1 acres in all, are used temporarily as a public playground, under authority of chapter 421 of the Acts of 1891.

Leases of these lands, made by the Commonwealth under the direction of the Board of Harbor and Land Commissioners, in force Dec. 31, 1911, are as follows:—

April 1, 1897, to Lamont G. Burnham, 275,800 square feet of land northerly of Summer Street, for the term of fifteen years from that date. This lease also included 16,900 square feet of pile wharf and privileges in dredged berths and channel. The rental was \$1,150 for the first year, increasing by the additional amount of \$500 each succeeding year. In 1898 this lease was assigned to the Metropolitan Coal Company. In 1906 it was extended for the period of nine years from its expiration on April 1, 1912. For a period of four years from April 1, 1912, the rental is to be at the rate of \$10,000 per annum, and from April 1, 1916, for a period of five years thereafter, at the rate of \$12,000 per annum.

Nov. 27, 1899, to Charles Taft Chapin, 74,971 square feet of land southerly of Summer Street and bounding on the Reserved Channel, for the term of fifteen years from May 1, 1900. This lease also included 9,942 square feet of pile wharf. The annual rental is \$4,000. In 1900 this lease was assigned to Hanson & Parker, Limited, and by them assigned, in 1907, to the Staples Coal Company.

June 15, 1900, to the firm of Curran & Burton, subsequently assigned to the Staples Coal Company, 267,320 square feet of land northerly of Summer Street and westerly of and adjoining land of the Commonwealth leased to the Metropolitan Coal Company, for the term of five years from Oct. 1, 1900, with the privilege of renewal for a further term of ten years at a rental of \$6,750 per annum. This lease also included 19,870 square feet of pile pier and privileges in dredged berths and channel. Subsequently one of the piers was extended and additional dredging



done by the Commonwealth, for which the lessee pays the additional annual rental of \$250, making the annual rental now paid \$7,000. In 1905 this lease was renewed for a period of ten years from Oct. 1, 1905, and in 1907 it was assigned to the Staples Coal Company.

May 20, 1902, to the Boston Molasses Company, about 249,287 square feet of land and 15,000 square feet of pile wharf northerly of Summer Street and easterly of land of the Commonwealth leased to the Metropolitan Coal Company, for a period of fifteen years from July 1, 1903, the yearly rental being \$9,500. This lease also included rights and privileges in berths and channel dredged by the Commonwealth at and near said wharf. This wharf has been extended, for which the lessee pays the additional annual rental of \$453.40. From the rental is deducted the taxes paid by the Commonwealth.

Aug. 24, 1909, to the Grasselli Chemical Company of Massachusetts, 1,136.75 square feet of land southerly of Summer Street and westerly of L Street bridge, including a pile wharf on the Reserved Channel 300 feet long and 50 feet wide. This lease is for a term of ten years from May 1, 1910, the annual rental being \$3,100, the lessee to pay to the city of Boston the taxes assessed on the leased premises.

Sept. 24, 1910, to the Boston Fish Market Corporation, a pier now under construction by the State, next easterly of the Commonwealth Pier, 1,200 feet long and 300 feet wide, with docks on the northwesterly and southeasterly sides of said pier, and two parcels of land adjoining the southwesterly side of Northern Avenue, containing 177,100 square feet, for a term of fifteen years, beginning Oct. 1, 1913, the annual rental being \$35,000, with the right in the lessee to extend the lease for a further period of fifteen years from Oct. 1, 1928, the annual rental for the additional period to be at the rate of \$45,000, the lessee to pay the annually recurring municipal tax. This lease is in accordance with an agreement between the Commonwealth and said corporation made in 1910, by the terms of which certain work is to be done by both parties, that by the Commonwealth to be so far advanced by July 1, 1912, that the construction of buildings to be erected by the corporation on the pier may be commenced.

Nov. 1, 1910, to the Old Colony Railroad Company, the Commonwealth Pier and two adjoining docks, together with 597,177 square feet of land lying between Summer Street and Northern Avenue, for a term of thirty years, beginning Dec. 1, 1910, the rental being at the rate of \$70,000 per annum, the lessee to pay to the city of Boston the taxes on the leased premises.

#### THE COMMONWEALTH'S FLATS AT EAST BOSTON.

In 1898 the Board of Harbor and Land Commissioners purchased and made a taking of about 100 acres of land and flats near Jeffries Point in East Boston, under authority of chapter 486 of the Acts of 1897, for the purpose of securing public ownership and control of that part of the fore-shore of Boston harbor.

## TIDEWATER LANDS OF THE COMMONWEALTH.

Bird Island Shoal in Boston harbor, lying between the most southerly point of East Boston and Governor's Island, conveyed to the Commonwealth by the city of Boston Nov. 11, 1901.

Land in tidewater in Boston harbor beyond the line of riparian ownership.

Nos.

## LICENSES GRANTED.

1. Petition of the city of Boston for license to dump snow and ice into tidewaters. Granted Dec. 13, 1911.
2. Petition of the Boston Elevated Railway Company for license to dump snow and ice into tidewaters. Granted Dec. 13, 1911.
3. Petition of the city of Quincy for license to build and maintain a pile pier, float and runway on Weymouth Fore River at Hough's Neck, in Quincy. Granted Dec. 28, 1911.
4. Petition of the Boston Elevated Railway Company for approval of plans for laying two submarine cables under Chelsea Creek, in Boston and Chelsea, under authority of chapter 249, Acts of 1898. Granted Dec. 28, 1911.
5. Petition of the Rhines Lumber Company for license to extend its wharf, on piles, on Weymouth Fore River, in Weymouth. Granted Dec. 28, 1911.
6. Petition of George T. Rendle for license to build a bulkhead and pile wharf, drive piles and fill solid on Chelsea Creek, in East Boston. Granted Dec. 28, 1911.

## MISCELLANEOUS PERMITS GRANTED.

- BOSTON ELEVATED RAILWAY COMPANY, to dump snow and ice on the Commonwealth's flats at South Boston. Granted Dec. 13, 1911.
- BOSTON MOLASSES COMPANY, to use temporarily for storage purposes a portion of the Commonwealth's flats at South Boston. Granted Dec. 29, 1911.

